

May 2023

Officers

President: Mike DeJong
 804-262-4321 mustardman_98@yahoo.com

Vice-president: Frank DuVal
 540-286-2202 Corvairduval@cox.net

Secretary/Treasurer: Wade Lanning
 804-586-1023 WBLanning@comcast.net

Webmaster
 Cherie Roadcap
 540-896-1164 cherieast80@gmail.co

Newsletter

Alan White (on extended leave)
 540-294-2374 centralvacorvairclub@gmail.com
 Wade Lanning (interim – contact info above)

Dues

Membership in the Central Virginia Corvair Club (CVCC) is \$12 per year for emailed newsletter or \$17 for postal service newsletter. Annual membership fees are due in July. Club membership application on our website at: [Central Virginia Corvair Club \(google.com\)](http://Central Virginia Corvair Club (google.com))

Membership in the Corvair Society of America (CORSA) is \$45 per year. Visit Corvair.org.

Send dues to addresses listed below.

CVCC
 8015 Driftwood Dr
 Prince George, VA 23875
 55356

CORSA
 PO Box 68
 Long Lake, MN

CALENDAR

Saturday, May 13: 2 PM, CVCC Monthly Meeting at "Kitchen 33", 13155 Mountain Rd, Glen Allen, VA 23059. This is on Rt 33, about 1 mile west of I-295 exit 49A.

***Note!** There is a good place on the left side of the restaurant for us to park our Corvairs away from other customers. We should have the private room on that side too.*

August 18-19: Virginia Vair Fair, hosted by the Roanoke Valley Corvair Club in Roanoke. See more info and registration form inside.

May Birthdays!!



6 - Rex Buel
 10 - Dean Crane
 10 - Drew White
 11- David Lowman
 22- Percy White**
 23- Jerry Turner
 24- Bryan Ramsey
 24- Kevin Ramsey
 27- James O'Brien
 31- Donald Fitch

(* Deceased but not forgotten)

A "Vairy" Good Prom.....

Club member Bri Cutler posted her senior prom pictures on Facebook's "Corvair Owners Group". She said *"My goal throughout high school has been to drive my dream car (Corvair, obviously) to my senior prom. Happy to say that goal has been accomplished!"* Bri received many "likes" on FB.



Right: *"Boyfriend having to put my shoes back on because I can't drive a manual with heels on."*



"Polishing the chrome! Plus I won prom queen!!"



.....**New Members!**.....

Please welcome **Ken Maxwell** and **Ron & Darla Sallade** to the Central Virginia Corvair Club. Ken lives at Bremono Bluff west of Richmond, and owns a '66 Corsa and '69 Monza coupes. Ron & Darla live in Staunton. Ron has been working on Corvair over 50 years. He owns a '66 Corsa. A '66 Monza and a '66 E Modified.

Swap Meet and Mini-Corvair Show

Thank you to all who attended our Classic Car Center gathering. It was a beautiful day, with a lot of fine cars and happy people.

Thanks To Clark's Corvair for the generous gift certificates we used for awards. Best in Show won a \$20 gift certificate and a Jay Leno Corvair model, best early won \$20 and a Leno Vair, best late won \$10 dollars and a Leno Vair, and FC class winner got \$10 and a Leno Vair. 14 Ballots were cast at the show.

A special thanks to Marty of Classic Car Center for hosting us at his fine facility.

Mike DeJong



Forward Control Class Winner – Greg Walthour



Late Model Class Winner – Brian Brooksby



Early Model and Best of Show Winner – Bri Cutler

More pictures from the April 15th Classic Car Center.



Mike DeJong brought the club's Corvair information exhibit & Corvair neon sign.

Frank DuVal made Corvair keys all day.

Russell Davis stayed busy with his Corvair specialty tools.

Springfest Corvair Show – Helen, GA.....

One of the premier, if not the best, annual East Coast Corvair events is the Springfest in Helen, GA, which was held on April 21-23 this year. Here are pictures from this year's show that were posted on Facebook. Whoever took these seemed to take mostly pictures of late models. But in any case, it looks like there was a good turnout. Typically, the show has over 100 registrations and about 50 or more Corvairs. This year looked to be the same.



Classified Ads

FREE MOTOR: 1962 or 1963, "YN" 102 hp, no carbs, was running when pulled from car years ago. Not locked up. Wade Lanning, cell/text 804-586-1023 or email wblanning@comcast.net.

FOR SALE: Tinted rear window (backlight) for 65-67 4-door. \$40. Contact Wade Lanning, cell/text 804-586-1023 or email wblanning@comcast.net.

FREE: Rear window for 1960 4-door (also fits 1961-1964 4-doors). Contact Steve Barrett 804-232-8709

FOR SALE: From the estate of the late Chris Carter and being sold for the behalf of his wife, Julie. Set of five Clark's reproduction wire wheels. Four used with very good Maxxis 185/80-13 tires, one new wheel in box. Tires need tubes to prevent leakage. Four adaptors but only two knockoffs. Knockoffs can be bought from Dayton Wheel. PDF with pictures available. Asking \$1200. Contact Wade Lanning, cell/text 804-586-1023 or email wblanning@comcast.net.

WANTED: 64/65 FC case in rebuildable condition. Email mherwald@mgwnet.com text 540-309-7721 or call Mel Herwald 540-925-2222.

FOR SALE: 1961 Rampside, family owned for 43 years and basically driven on Saturdays, serviced by the Corvair Ranch. Has a car motor. The truck runs and drives but has a fuel delivery problem. Everything works, hinges are solid, bed is very solid and cab appears to be original and floors solid. Lights & horn all work. Body work needed in order to be considered very good. Asking \$11,500, Pat Hill, Hanover, PA. 17331, 717-316-4747



FOR SALE: Corvair tools and parts by Russell Davis, Blue Chip Tools, including compact harmonic balancer puller and seal installer, early model and forward control axle bearing puller, instrument panel and antenna bezel tools, idler pulley easy access bolt kit, upper cylinder head nuts, cylinder head nut combination (upper & bottom) socket.

Newest tool: EM/LM rear axle yoke puller. Puller bolt with 28 TPI for high torque with 5/8" hex head and 1" thick plate for strength. Lug on side to fit in EM swing arm. Call Russell at 757-642-0665. To shop & order online click www.bluechiptools.com. Antenna tool video by Bill Hubble at this link: [Blue Chip Tools antenna tightening tool - YouTube](#).



No, the Corvair Was Not a Flop.....

From Curbside Classic, by Paul Niedermeyer, April 10, 2023

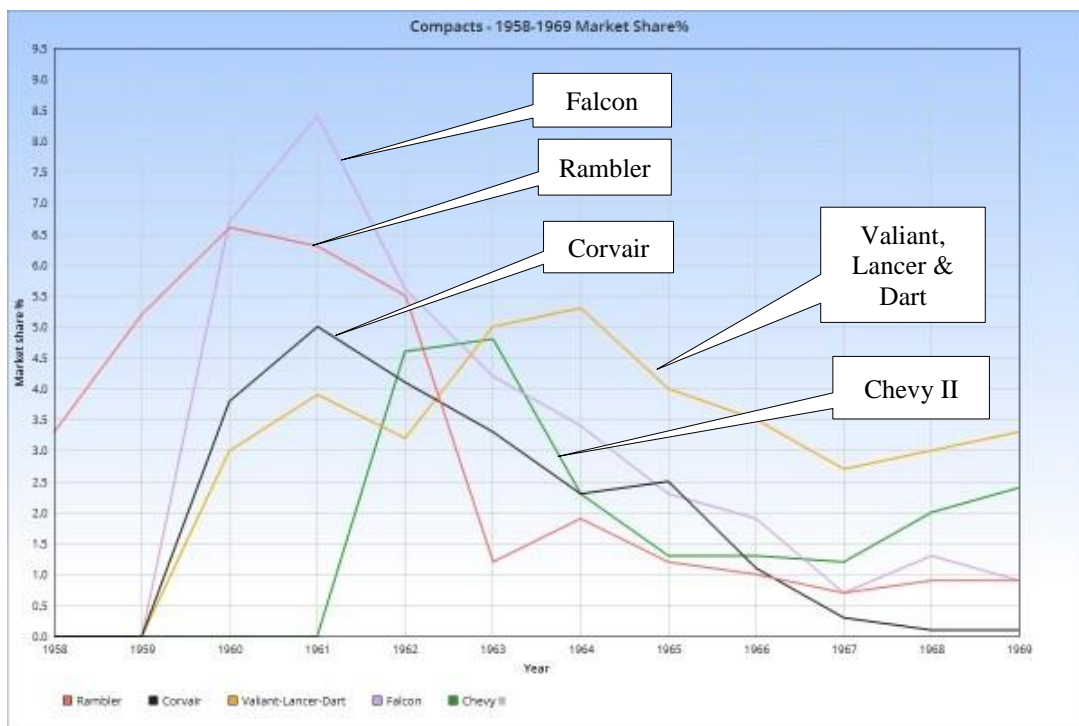
(Editor's Note: this is an interesting perspective on Corvair production. It might not be everyone's opinion, but at least he didn't say Ralph Nader killed the Corvair as many uninformed journalists have done.)

One of the more common myths that I've heard over the years is that the Corvair was essentially a failure, a sales and commercial flop. Far from it! In 1962 its market share was higher than the current Ford F-Series, the best selling vehicle in the US. In all of its first four years, the Corvair's market share was higher than of the current Toyota RAV4, the best selling passenger car in the US.

Yes, the market is much more fragmented now, but nevertheless, the Corvair sold quite well in its heyday (1960-1965) until the Mustang came along and spoiled the fun.

Here's a chart of sales (in 000's) of five main compacts during this time frame. A couple of notes: I've consolidated Valiant, Lancer and Dart (1963-up) sales as they were of course very similar, with the Dart's prices being only slightly higher. I consolidated the 108" wheelbase Rambler (Classic) with the 100" wheelbase American from 1958-1962, as in 1963 the Classic went to a 112" wheelbase, hence the huge drop that year.

Unfortunately, this particular charting software only allows five Y axis data points, so the Comet is missing, as well as the B-O-P compacts. It can be argued that they were all in a slightly elevated "senior compact" class.



I tend to prefer market share over actual sales, as it gives a better picture of their relative success in a market that changed from year to year, sometimes considerably so. 1961 was a recession year, which exaggerated the market share of the compacts, with the Falcon scoring a whopping 8.4% share. But its market share (and sales) dropped quickly after that, undoubtedly to a large extent because of the introduction of the mid-sized 1962 Fairlane and then the Mustang.

A few more observations: The Chevy II was a strong success from its first year (1962) and outsold the Falcon in its second year. Surprisingly, the Corvair's best year was also in 1962; one might assume that Chevy II would have affected it negatively. But then no less than 75% of 1962 Corvairs were Monzas, which created a unique market of its own.

If one adds Corvair and Chevy II sales, the combined total gave Chevrolet a whopping 8.7% share in 1962 and 8.1% in 1963. It was the combined success of the Corvair, Chevy II and the full-size Chevrolet that gave the division its highest ever market share ever (29.1%) in 1962.

The Corvair handily outsold the Valiant in 1960 as well the combined Valiant and Dodge Lancer in 1961 and 1962. But that changed in 1963, with the restyled Valiant and Dart. The combined Chrysler compacts had the highest market share in 1963 already, and then stayed at the top from then on. There's absolutely no doubt that the controversial styling of the 1960-1962 Valiant and Lancer substantially impeded its sales.

Some 1.7 million Corvairs were sold in total; that's a significant amount. As to the Corvair being unprofitable (as has also been commonly said or suggested), there's no reason to think that was the case. GM had very high profit margin expectations of all its programs back then, although the Corvair probably struggled a wee bit to achieve them initially (1960), hence the very cheap interior. But as soon as the Monza came along, the situation quickly changed, as its incremental costs were negligible in comparison to its higher selling price. The success of the Monza was an unexpected boon, both in rescuing the Corvair from its somewhat flawed economy car origins as well as in padding its profitability.

There's nothing fundamentally more expensive about building a rear engine car; more like the opposite, as the enduring success (and high profitability) of the VW Beetle proved. It was the cheapest car to build in its class, thanks to it having been carefully engineered to be so from the get-go by Porsche. But many other European manufacturers were also building rear engine cars, and their low production costs was one of the attractions. There was no drive line, they could weigh less, and with air cooling, there was no radiator and related cooling system components.

Yes, Chevrolet had to build a large aluminum foundry for the Corvair's crankcase and heads, but that was well amortized not only by the Corvair but also by the Vega, the Cadillac aluminum V8, as well as numerous automatic transmission housings and such. GM would have had to build it, sooner or later.

Guess the Tool.....

Frank DuVal recently acquired this device. Do you know what it is? See answer below.



Simple steps to get your classic running again.....

From Classic Motorsports magazine, Carl Hiedeman, April 23, 2023

Submitted by Chuck Sadek

Basically to run, a car only needs fuel and spark—although that spark has to occur at roughly the right time. To repair most breakdowns, you just need some simple hand tools, a friend and a 12-volt test light. Here are simplified steps to take, but detailed knowledge of your car can be essential.

Most breakdowns are caused by an ignition problem.

Step 1: Try to park in a safe, dry place.

Step 2: Pull a spark plug and ground its threads on the block to see if you have spark. An assistant needs to crank the starter.

Step 3: If there is a spark, move to the fuel system. If no spark, check whether you're getting spark from the coil to the distributor. Pull the coil wire from the distributor and hold it near a ground. Again, have your assistant crank the starter. Look for spark from the coil lead. Note: Coils are blamed for most ignition problems but seldom are the culprit.

Step 4: If you have spark at the coil lead, you likely have a problem with your distributor rotor or cap. ***Carry replacements!*** In recent years, rotor problems have been much more common than car problems, so start with a rotor.

If you don't have spark from the coil lead, then you'll need your test light. Attach the ground clip of the light to a good ground, then touch the point to the positive side of the coil while the ignition switch is turned on. (This is assuming a negative-ground car.) The light should glow. If not, trace this part of the ignition circuit to determine why the coil isn't getting power. Notes: For positive-ground cars, switch the polarity on this test procedure. The coil is marked with a + and – on either side where the wires attach.

Step 5: Does the ignition switching mechanism work? Assuming you have power to the coil, hold the pointer of your light to the negative side of the coil while your assistant cranks the engine. Your light should flash on and off as the engine spins over, telling you that the switching mechanism in the distributor is working. (This is true whether the car has points or an electronic ignition.)

If the light glows steady or not at all, it's time to get into the distributor. If working with a positive-ground car, don't forget to switch the polarity on this test procedure as well. To determine why your distributor isn't providing the switching for the coil, you'll need to get out the manual for your car (or your ignition system if it's aftermarket) to go through the testing procedure for your points or electronic switching mechanism.

If it's not an ignition problem, then it's likely a fuel delivery issue

Step 1: Make sure that the throttle linkage hasn't become disconnected or fouled up.

Step 2: If you have an electric fuel pump, determine if it's working or not. Note: Mechanical fuel pumps seldom fail while in route. If the fuel pump is working, proceed to Step 4.

Step 3: If an electric fuel pump is not working, then make sure its fuse is good and check that neither the positive nor negative wires have become disconnected, pinched or pulled off.

Step 4: Check that fuel is getting to the carburetor or fuel injection. Fuel is pressurized to 3-5 psi on a carbureted car and upward of 35-40 psi on a fuel-injected car. DO NOT ALLOW FUEL TO SPRAY ON A HOT ENGINE OR ANY OTHER HOT COMPONENTS. Carefully pull the fuel line off the carburetor or injector. Aim the line at a suitable catch can. Have an assistant crank the engine. If fuel comes out of the line, then you have a carburetor or fuel injection issue and should proceed to Step 6.

Step 5: Check your fuel filter. If you can blow through the filter, then you might have a clog elsewhere in the delivery system. Follow the fuel system back to a possible second filter and finally the tank. Sometimes the tank's pickup can get clogged, and you can remove the blockage by either blowing back through the outlet tube or running a rod or piece of wire through the tube. Be prepared to reattach the line very quickly, and remember that fuel and its vapors are very flammable. Do not work with fuel around hot engines, hot exhaust systems or other hot components.

Step 6: Some carburetors, like Webers, pass the incoming fuel through a screen (*Note: not applicable for stock Corvair*). These screens can get clogged but are easily cleaned.

Step 7: Car still not running? Now that you've ruled out all of usual culprits, you have to delve deeper. On a carbureted engine, it could be a sunk float or a clogged jet. On an injected car, you might have a disconnected crank angle sensor, clogged fuel injector or another failed or disconnected electrical component. Check all grounds, too.

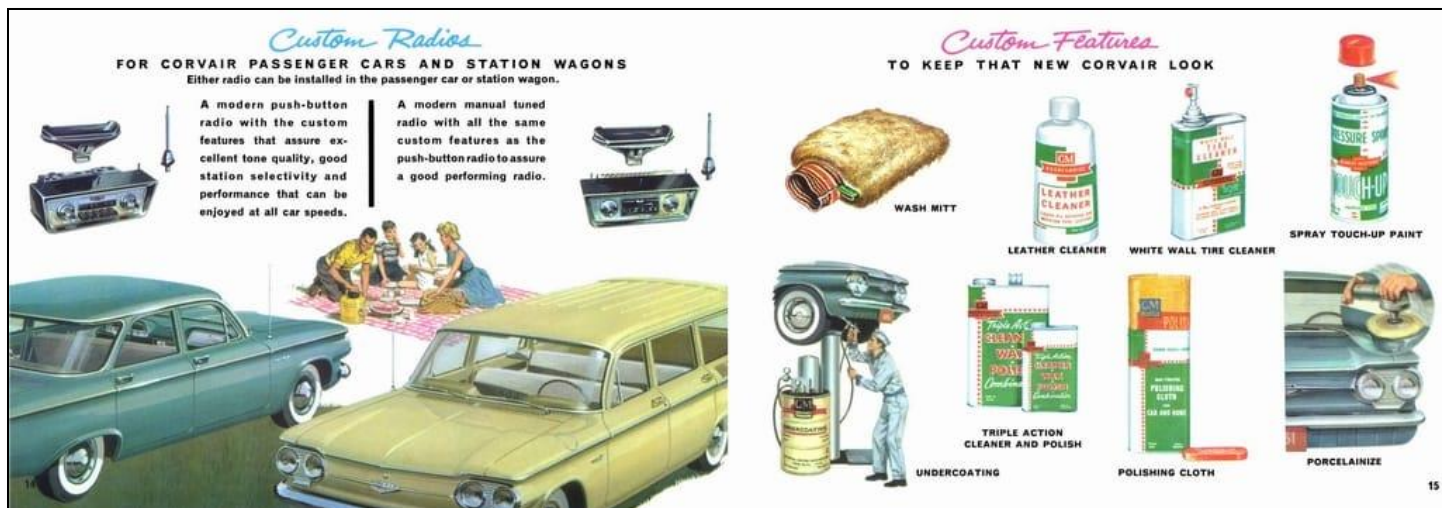
Answer to "Guess the Tool".....

Frank's tool shown above is used to measure kilovolts (KV) by adjusting the threads until electricity doesn't arc across the gap. Although may not typically be used on cars, it could be used to measure KV to spark plugs.

Need to Freshen Your EM Speedometer Face?.....

Clark's Corvair Parts now has a sticker that can be applied to an early model speedometer face to cover a faded or a rusty face. Of course, removal of the instrument panel and its disassembly is required. Part number is C13423 for the 60-64 Speedometer Face and the cost is \$49 (gulp). I'm sure it won't have "©Clarks Corvair Parts" printed on it though.





41st Annual Virginia Vair Fair Aug 18th - 20th

The Roanoke Valley Corvair Club (RVCC) is proud to be hosting the 41st Annual Virginia Vair Fair. The event will be held at the Hampton Inn Airport / Valley View Mall in scenic Roanoke VA. Itinerary is as follows.

Friday Night: Pizza welcome Party, Vendor Sales, Saturday AM People's choice show,

Saturday Afternoon: Central Virginia Corvair Club hosted Rally thru the Blue Ridge Mountains.

Saturday Evening: Awards presentation at the Hotel.

Sunday: The Blue Ridge Region SCCA Is hosting a local autocross at close by Salem Civic center. The Corvairs will have a special early run group with Trophies.

Host Hotel has a special rate for Friday and Saturday Nights the weekend of \$119.00 a night Call 540 366-6300 and use code "Corvair"

The registration form is on the next page. The address to send forms into is

Vair Fair
2736 Calloway St.
Roanoke, VA 24012

And checks made payable to: Roanoke Valley Corvair Club

David & Katie Clemens
Vair Fair Chairs
540 204 0917

REGISTRATION FORM



Hampton Inn & Suites Roanoke Airport/Valley View Mall
5033 Valley View Blvd. Roanoke, VA 24012 540-366-6300

Name:		CORSA ID #:	
Address:		CORSA Chapter:	
City, State, Zip			
Email		Phone:	
# Name Tags Needed	Names Preferred on Tags:		

	Pre-Reg.	On-Site	Qty.	Amount
Registration (includes name tags, People's Choice ballot, Free Welcome Party, and (1) Door Prize Ticket)	\$25	\$30		
Friday Evening Welcome Party # Attending _____	Free	Free		\$0
People's Choice Car Display (per vehicle)	\$15	\$20		
Rally (per Car)	\$10	\$15		
Driver _____ Navigator _____				
T-Shirts Indicate Size (S, M, L, XL, XXL)	\$15	n/a		
Swap Meet/Vendor Space (Per 2 outdoor parking spaces)	\$15	\$20		
TOTAL REMITTANCE:				
Make Checks Payable to Roanoke Valley Corvair Club				

AUTOCROSS

Registration Directly to & Fees to be paid directly to Blue Ridge Region SCCA.

Please Do not include payment for autocross as part of your Vair Fair Registration!!

	Pre-Reg.	On-Site	Qty.
Autocross (# of Drivers who will enter autocross)	\$40	BRR-SCCA	

People's Choice Classification

Please indicate expected

Class	Qty	Class	Qty
Early Open		Late Open	
Early Closed		Late Closed	
FC/Wagon		Modified	

Registration #